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VOLUME XXIII - NUMBER 3 - JANUARY/FEBRUARY 2005

A large, stylized orange '25' is the central focus, set against a gold background that features a faint image of a Buick car. To the right of the '25', the words 'YEAR' and 'ANNIVERSARY' are written in large, bold, orange-outlined letters, stacked vertically.

# 25 YEAR ANNIVERSARY



[www.torquetube.com](http://www.torquetube.com)



## TORQUE TUBE



Founded in 1980, the

### TORQUE TUBE

is published every two months  
for the education and enjoyment of the

### 1937-1938 BUICK CLUB

World-wide membership dues  
are \$40.00 per year.

Membership year is

September 1 to August 31

of the following year.

Persons joining during the year

receive all back issues

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All payments must be in U.S. funds.

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# 9TH CYLINDER

## Torque Tube hits the big

# 25 YE A ANNIVERSARY

Happy birthday, Torque Tube! We are proud to announce that the 1937/38 Buick club has turned 25 years old. The club was founded in 1980 by Dave Lewis (#237) as a parts swapping newsletter and, thanks to our past editors, it has turned into a full club magazine, with features and technical tips. When planning this issue we noticed that our volume number on the front of the magazine is twenty three. Since it should read twenty five, we decided to find out why. As we looked back at that first two years of the magazine we noticed that the volume number didn't change. It wasn't until the third year the volume number changed to two. So we are 25 years old but due to an old oversight we are on volume 23.

In our last issue, Jerry Barton (#281) brought up the topic of having a western meet. Lloyd Ikerd (#1612), from Southern California, is willing to help out in planning the event. He belongs to a private club at Disneyland—Club 33—and had planned another club meet that included breakfast brunch there, plus a day at both parks, two nights at the Ramada Inn, Friday night dinner at Knotts Berry Farm, a Saturday night Pizza Party and a Sunday old car swap meet. At that time the cost was \$100.00 per person total. It may have gone up since then, and possibly the meet may last more than three days. If you are interested in helping Lloyd with this venture, please feel free to give him a call at 949-515-7333 or e-mail him at [elzfargo@msn.com](mailto:elzfargo@msn.com).

We have a new special member to our Torque Tube family, Captain Bill Overstreet (#1845). Here he is with his 1938 Buick convertible, a hot pilot with his hot car. This photograph (right) was taken in California during his advanced training. In the background is a P-39 fighter. Bill flew with the famed 357th Fighter Group and is a P-51 Mustang ace. Chuck Yeager would borrow this car when he was dating his future wife.



Paul DeLucchi (#1246) sent this photograph (left) from the Library of Congress photo collection. It's a photo image that shows a 1937 Buick fastback 2-door sedan, Model 44, in an interesting setting.

"Subcontracting aircraft parts. War production is in large measure a story of conversion, a story of using at once facilities already available while newer facilities are being readied. Formerly an airship dock, this huge building--thought to be the largest in the world with no interior supports--is now the scene of many busy shops turning out aircraft sub-assembly parts. Either new housing close to the plant or vastly improved public transportation will eventually have to be supplied, for the tires on the cars of the workers, and perhaps even the cars themselves, will in many instances give in before the end of the present emergency. Goodyear, Akron, Ohio." Photograph by Palmer, Alfred T.

Jim Casey (#1387) sent us this picture (right) of his new 1938 coupe next to his 1938 61 in Australia. The coupe that he bought from Harry Logan (#651), in California, arrived without a scratch. They certainly look like a nice pair! Congratulations Jim! Since Jim has been successful importing Buick to Australia from the U.S. he plans to write us a story soon explaining the process.

We hope you enjoy our 25<sup>th</sup> anniversary issue and please remember we can always use your help with stories and technical tips, so please send them. We would love to hear from you.

Happy Motoring,

*Mark*





# Torque Tube Interview with

*Terry  
Dunham*

By Torque Tube Staff

**B**uick's road through history has been a long, sometimes tortuous, often exciting one. It was a business that's seen its tribulations and triumphs, including a car that evolved from a 19th-century plumber's pipe dream into a steel-clad emblem of modern American automotive ingenuity. Terry Dunham's immense 600-page tome *Buick: A Complete History* deftly steers us down this road, each chapter stopping at each decade to describe the Buick's changes in style, performance, production and influence on the automotive industry as a whole. It's a great guide for the owner of any Buick, carefully and clearly explaining how each model was influenced by preceding generations and how it might have inspired changes in the ones following. *Torque Tube* managed to catch Dunham for a few spare moments and ask him to share his thoughts on his book and on 1937 and 1938 Buicks.

TT - What do you think of the 1937-1938 Buick Club?

TD - I have been an active participant in the old Buick hobby for over forty five years now. One of the more interesting and relatively recent things to come out of the hobby is the formation of individual clubs that focus on just one or two years of production, or on one particular model. I think the 1937-1938 Buick Club has filled a need to recognize two model years that were very important at Buick. In the early days of the hobby, the Buicks built between 1936 and 1941 were getting most of the attention from the enthusiasts. That interest has tended to move forward to the more modern cars in recent years. I think anything that focuses on the Buicks built in the late 1930s is a very good thing.

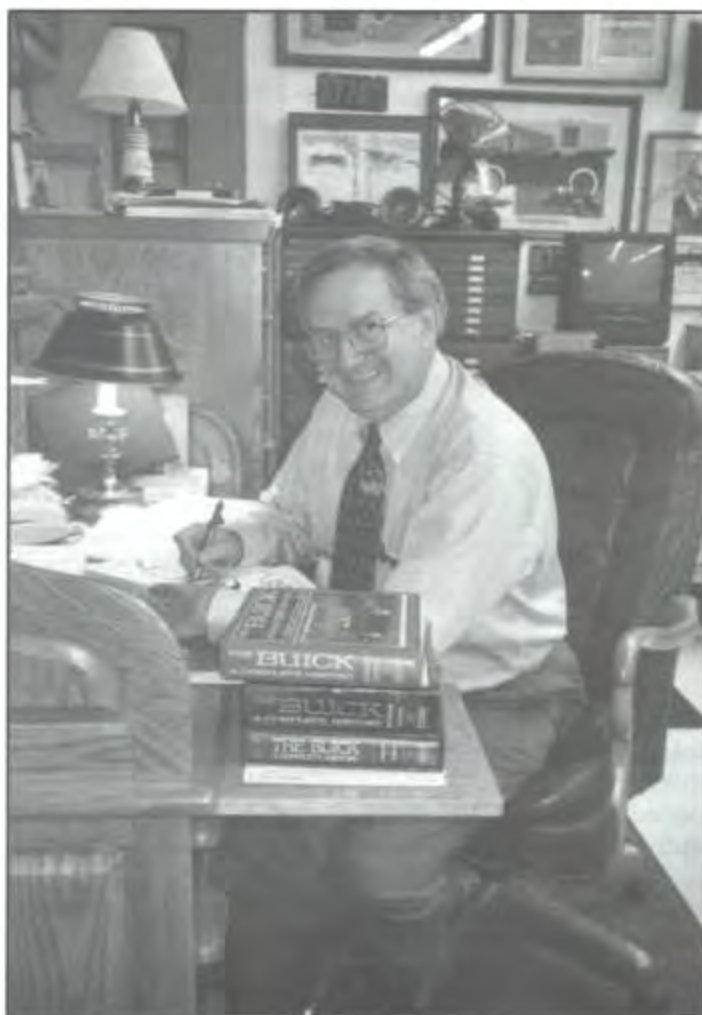
TT- Is there anything about the 1937 or 1938 Buick that you find notable?

TD - Definitely, yes. The 1936 cars were the first "Curtice Buicks" and they were extremely important to the Buick Company. However, 1937 represented a move toward more modernity than the 1936 cars did and their engineering was better. I once interviewed John Dolza who was the Assistant Chief Engineer at Buick in 1937. Dolza stated

in the interview that the overall quality coming off the Buick assembly line during the 1937 model year was the best the company had ever experienced up until that time. I think it was his feeling that 1937 also stood out from a quality stand point through the entire pre-war period.

1938 at Buick? What can you say? The company left the bodies alone and basically changed the grille and the hub caps. Seldom has a car manufacturer been able to take a good looking car (i.e. the 1937 models), change the grille and the hub caps, and come up with a stunning looking automobile as Buick did in 1938.

Then there was the combustion chamber Buick brought out in 1938. In the 1970s, I interviewed








Jeff1952@pacerglobal.com or you can e-mail me at Buickohv@aol.com. Or you can write The Buick Heritage Alliance, 6805 Perimeter Drive, Dublin, Ohio 43016. The phone number is 614-923-1999.

TT - Lastly, how did you get interested in Buicks?

TD - That all happened in the fall of 1956 because of a 1937 Buick Century. A friend of mine bought a 1937 Century 4-door Sedan that had been stored in a farmer's barn for almost fifteen years, and then he wanted to race it against my 1937 Dodge Coupe. Before we were all done racing one another (over a period of about six months), I had installed a 1951 Plymouth engine, dual exhausts, dual car-

buretors, racing ignition, and a bunch of other stuff on my Dodge, in an effort to beat the Buick in a quarter mile drag race. And after all that work, I never did beat that darn car! Because of what I learned from my friend's 1937 Century, I later purchased a 1941 Roadmaster Sport Coupe and went drag racing with it. Because Compound Carburetion was stock in 1941, the car was very successful in the lower NHRA stock classes and it surprised a lot of people. I won a lot of races at tracks in Michigan and Indiana and I had a lot of fun working on the car, too. Those two 320 ci straight-8 Buicks lead me directly into an interest in the history of the Buick automobile and that interest has never faltered. 

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Pre-register cut off date is February 25th  
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Outdoor festival will include  
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## CONTACT

General Info/Press/Music: call  
Tanoa at Old Timey Artists  
@ 415-505-8530 or email [bop@bluejeanbop.com](mailto:bop@bluejeanbop.com)

Car Show Pre-Reg/Vendors: call  
Johnny "Blue Jeans"  
@ 650-544-4862 or email [carshow@bluejeanbop.com](mailto:carshow@bluejeanbop.com)

**ticketmaster** Tickets @ [www.bluejeanbop.com](http://www.bluejeanbop.com)

# Timeless Torque Tube

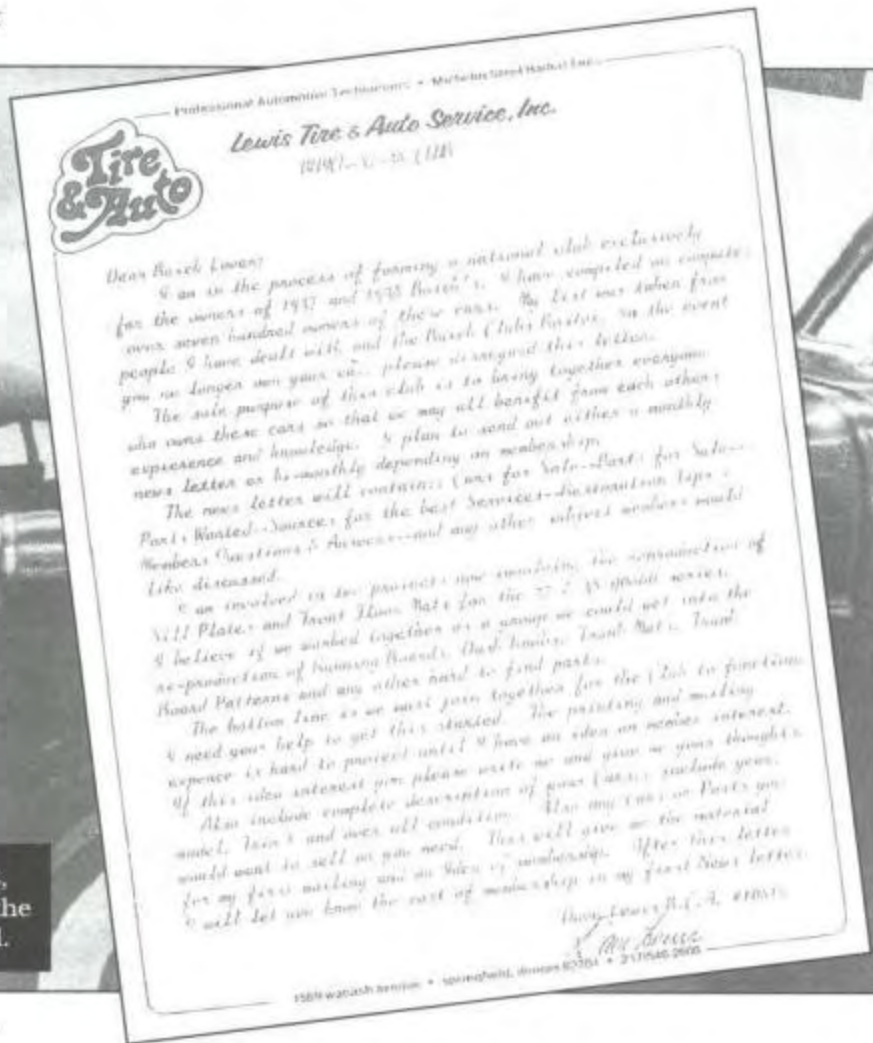
By Giancarlo Davis (#1748)

Dave Lewis was onto something hot as he stared at a cold, rusted piece of machinery his dad found abandoned on a suburban street, stripped of paint, devoid of seat covers, and possibly about to become a mass of twisted steel in an impound lot and so pass out of history. The 1937 Special Sedan needed a new lease (or at least a renewed registration) on its life, but, it being 1980, suppliers of parts for that specific make and model of car were rather scarce in the Midwest. But

founded), but he believes the membership started from an ad he placed in *Hemmings Motor News*. As the initial members spreading the gospel of Lewis' '37/'38 club, his membership grew slowly at first. Lewis started to publish a newsletter that was no more than a list of parts for sale. "The idea was to get people together that had similar cars to get their cars restored," Lewis states. "It was a gratifying experience to get the thing done, really. I mean



Founder of the club, Dave Lewis, *Torque Tube* editor until 1984. On the right, the letter that started it all.



Lewis knew they were out there, so, instead of slogging across countless miles, thumbing through a library of catalogs and phone books, and following vague-to-impossible leads that were bound to be futile, Lewis thought to start up a car club. Instead of going to them, the parts would, in essence, come to him.

Though his recollection is a bit foggy (it was, after all, almost 25 years ago that the club was

the car, the club and the publication. I really don't remember how I did it, but it wasn't difficult to recruit members. One of my first deals was to put together a project to make original equipment floor mats, and everybody in the club was very interested." Lewis restored his car, and then drove it to the Buick nationals in Pennsylvania, but never



Bill Olsen the *Torque Tube* editor  
from 1984 to 1993.



road-tested it. The clutch didn't work and the dash gauge paint buckled in the sun. The car was eventually sold, but Dave's zeal for restoration remained.

Much like an old '38 slowly warming up on a wintry afternoon, *Torque Tube* was slowly gaining popularity. What it needed was an editor to give it a bit more gas. After three years, Lewis knew it was time to pass the *Torque Tube* torch to another editor, as his tire business grew more and more demanding of his time and efforts. Ohio resident Bill Olsen took the wheel of the magazine in 1983, and steered it toward a style and form that was less a newsletter and more like a magazine. The format changed dramatically. "From when I started to when I ended it, it was almost totally different," Olsen informs us. It was initially a little thing, an 8 1/2 X 11 sheet folded over and stapled together like the stuff you get in the mail from the local garden club. Then I converted it to a format that was similar to a magazine. I began sending the periodical in envelopes because people were complaining that the mail handlers were ruining it. I tried the bulk mail, but the people were complaining. I thought to myself if you can't afford the three to four extra bucks, you're in the wrong hobby! Go to a pet store and get yourself some goldfish or something."

Editing the magazine was akin to a second full-time job. Computers were still largely out of

reach of the general public in the 1980s and through the early 1990s. Olsen relied on his secretary whirlwind typing, the occasional story submitted by an interested member, and what he deemed "primitive technology" to fervently cobble the bi-monthly publication together. "It was a hell of a ride, but as most rides do, it ended. I have absolutely no idea how I got it done. At that time it was pretty much of a low-tech operation. The text was largely typed by my secretary, all the headlines were done with dry transfer lettering... stuff that now nobody has even heard of. Photos were made into half-tones by the printer. People thought it had an office with paid employees. Without a perpetuating staff, you really have to have someone who is dedicated to it."

Olsen transformed himself into writer, publisher and editor, piecing together magazine after magazine, and becoming an inveterate devotee of classic car culture. "I think that seventy-five percent that was in the TT issues I wrote myself. I also became an editor, trying to leave contributor's styles intact but cleaning the stories up. Some of them couldn't even manage a complete sentence. I enjoyed that because it was an outlet for a lot of stuff that I thought the standard publications didn't deal with. It was an outlet for my own ideas, my own style, etc. I realized after some years that I had hundreds of people that owed me. When I was looking for

some odd part, I had guys that would call me and give parts that I needed."

Olsen also perceived other car club magazines to have failed in focus and function. "I loved that the readership was all over the map, that you could get a mechanic and a psychologist to be interested and love the same thing. There also is no club like it that devotes itself to two years of models of one kind of car. There are registries and minor car mags. *Torque Tube* brings together people that own these cars that seem to be the most devoted to their vehicles than any other that I know of. The *Buick Bugle* articles, for example were not very informative, and the articles pretty 'well gee whiz isn't it great to be a part of



Harry Logan the *Torque Tube*  
editor from 1993 to 2003.



this organization'."

Olsen's high-octane energy fueled the *Torque Tube* machine, but after a decade, he began to run out of steam. Olsen wanted to go back to his life. Enter Northern California Buick owner Harry Logan. Logan wasn't just a lover of '37s and '38s, but a devotee to the entire era as well. Bringing a new design and look to the *Torque Tube* prevented the magazine and club from sputtering out and dying by the publication wayside. Logan feels that he brought his own style to the magazine. "Mine was to write in a friendly manner, as though you were visiting me in my home. I have learned a lot about these old Buicks and wanted to share what I learned. Because of the editor's job, I got to know many members and learn from, and share my knowledge, with them. But most I knew only through correspondence or the telephone. I tried to convey a friendly atmosphere in my writing, as though you were actually visiting me. I liked to share some of what was going on in my life like my daughter's wedding and our travels to Australia and New Zealand."

Logan's enjoyment of being editor echoed that of Olsen's. "It made me study more about how automobiles work and how to repair them so I could write most of the "tech-tip" articles. Few members actually send in stories, so the editor must research and write most of the articles. Having a club for just these two years makes us feel special. We realize that others also think these were two of Buick's greatest years and that many of these Buicks are still around all over the world. It gives us a special pride that there is a club just for our years of Buicks. Because many close friendships have been built on a shared interest in '37-'38 Buicks. And it helps these old Buicks get restored. You are more likely to tackle a restoration if you know there are others who share the same goal as you and who can help you with encouragement, advice, and spare parts. You know you are not alone."

There was the exotic element that Logan enjoyed as well, criss-crossing the continental U.S. representing the magazine at national meets. He made *Torque Tube* a more international presence as well, journeying to as far away as Australia and New Zealand to purvey the sense and sensibilities of buying, restoring, and owning 1937-1938 Buicks.

Logan began to work with member Dug Waggoner, who helped design and lay out *Torque Tube* and who was instrumental in really developing its Art Deco-like format as a magazine. "Designing the magazine was a challenge," states Waggoner. "But starting from scratch and being part of the evolution was satisfying. I liked polishing and changing the graphics. I brought all my

experience as graphic designer to the magazine. I enjoyed the fact that someone in South Africa or Australia was enjoyed reading something that was covered with my invisible fingerprints. Merging those interests with that of my love for the Buick has made for a great journey." Logan's and Waggoner's changes brought a new pulse to the magazine, and membership was on the rise. Much of that was due to Logan's rosy attitude about the club and *Torque Tube's* impact on the '37-'38-driving readership. "The club has helped me and other members form new friendships, find parts and provide tech tips on how to restore our old Buicks. It has also helped some of us sell our cars."



Dug Waggoner the *Torque Tube* designer from 1980 to 2004.

Logan's vision of the club and where it will be remains positive. "I think the areas of building friendships, obtaining parts and learning how to repair and restore our cars will always be the main focus of the club." Perhaps in the future we might learn other facets of the Art Deco era such as the dress styles and clothing for those who like to dress the part.

Bill Olsen's feelings about the club's future? "I will hope that more people will come to the meets, look at the cars, and continue their enjoyment. There's a hell of a lot of stuff when you go back into the 1980s and 1990s, and there's TONS of information for current editors to use. Guys who restored cars would say 'You can't make this too elementary. I think it will be useful to the newest members.'"

Founding editor Dave Lewis still restores Buicks, and still finds old *Torque Tube* issues a source of perpetually useful information. "The magazine is still very informative and instrumental in getting specific questions answered. I still find myself going back to old issues for parts knowledge," states Lewis. "And the new issues still have something new. The last issue (#Nov./Dec 2003) with the picture of the 37 Buick showroom was the first time in my entire history with Buicks I have ever seen a convertible with chrome strips on the tops. That really surprised me." □

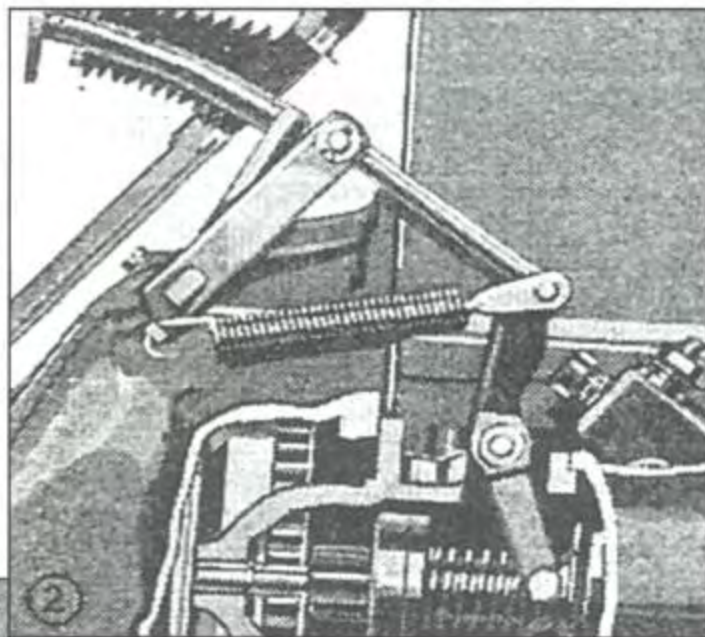




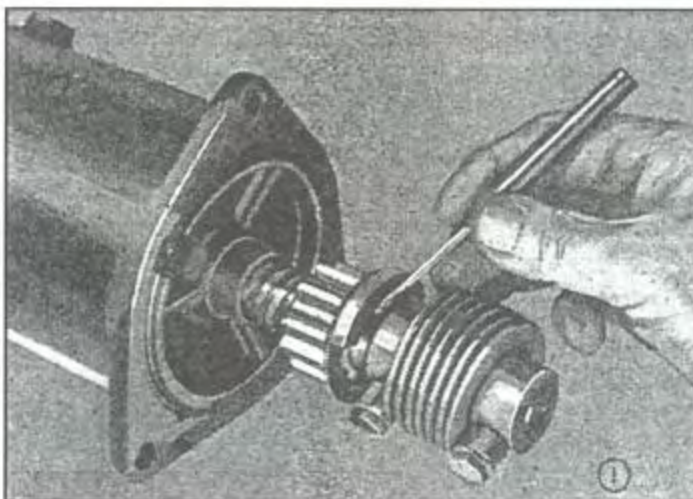
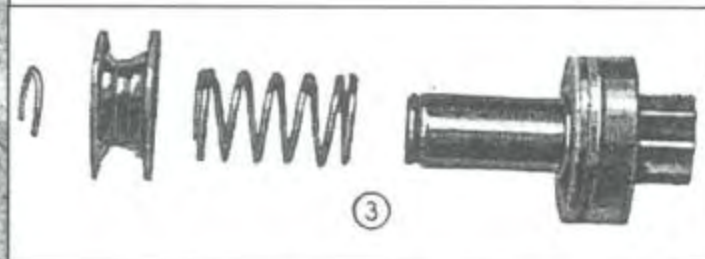
## TECHNICAL TIPS

## SHOOTING AUTO STARTER TROUBLES

When a starting motor fails to crank the car engine properly, the trouble will most commonly be found not in the motor itself, but in the starter gear, or in the external circuits. If closing the starter switch puts the lights out, and releasing it causes them to come on again, the fault is likely to be a corroded or a loose connection at the battery. You can tell by closing the switch for 20 seconds and then feeling the battery terminals. The faulty one will be very warm. The cure is to remove the terminal, scrape it bright and coat it with Vaseline. If the lights merely dim when the switch is closed, but brighten after release, the battery usually will be found to be partially discharged or in poor condition. But, should pressing the starter switch have no effect on the lights, there is an open circuit in the wiring.



indicates a broken engaging spring, as seen in Fig. 3. In this type of starter, the pinion is shifted against the teeth of the flywheel under spring tension resulting from the movement of the engaging lever



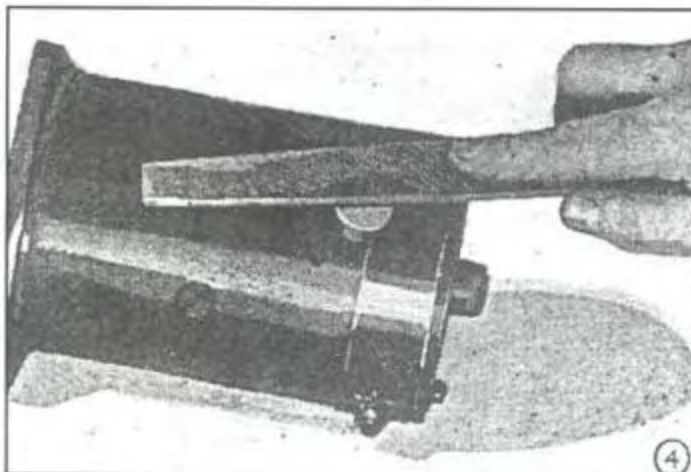
However, if pressing the starter switch has little effect on the lights and results in a decided whirring sound, it indicates that the starter gear is not meshing with the flywheel ring gear. In cars with a starter gear, (fig. 1) the cure is to wash the gear and shaft in kerosene and dry it with air. Use no oil for this procedure. While inspecting the gear and shaft, it is a good idea to see that the little spring-actuated pin, indicated by the screwdriver, is not stuck behind the shoulder on the shaft, as this would prevent engagement.

Failure to engage in any starter that has a lever extending down into the starter housing (fig. 2) in-

against the spring collar. As the downward movement of the starter pedal continues, the lever finally closes the starter switch. If engagement had been delayed due to gear teeth meeting on edge, the first movement of the starter shaft would allow the pinion under its spring tension to slip into engagement.

When the car engine starts, the starting motors are protected by two actions. In the construction shown in fig. 1, the pinion is whirled out of engagement by the spiral shaft. In fig. 2, there is an over-running clutch immediately behind the pinion that acts like a coaster brake on a bicycle. Thus, when



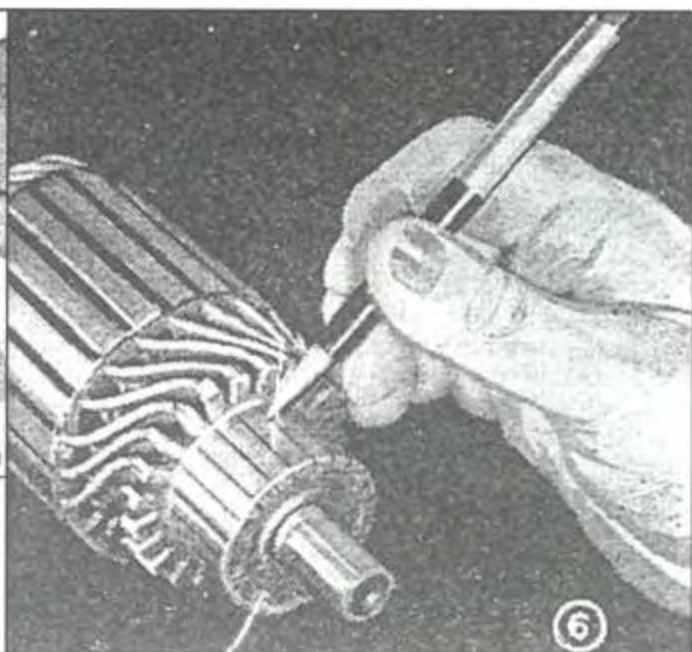
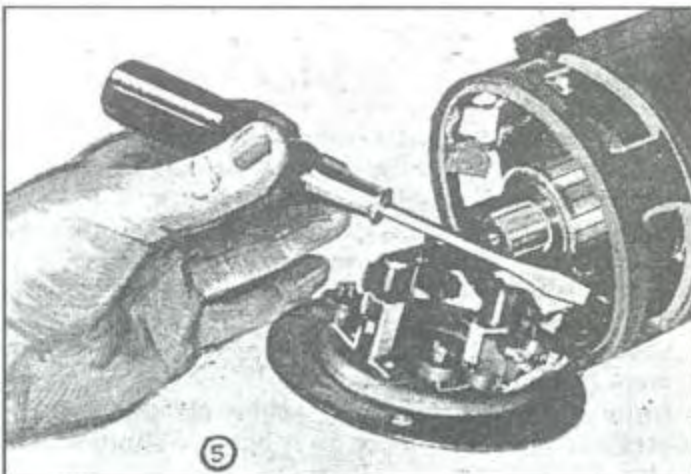


the flywheel attempts to whirl the starter, it merely spins the pinion until the driver lifts his foot and disengages it. Failure of the starter to make any effort to turn is frequently due to a bad contact within the switch. Removing the switch and filing the contact, (fig. 4), will generally correct such a condition.

Should dimming of the lights result when the starter button is pressed, and the battery is known to be fully charged, the trouble is likely caused by excessively heavy oil on a very cold day, or mechanical jamming of the starter drive so that the starter cannot turn or, perhaps, a ground or short within the starter or switch. A short or ground will generally reveal its location by smoking when the switch is held down for 20 seconds. Trouble within the starter generally can be located by visual inspection.

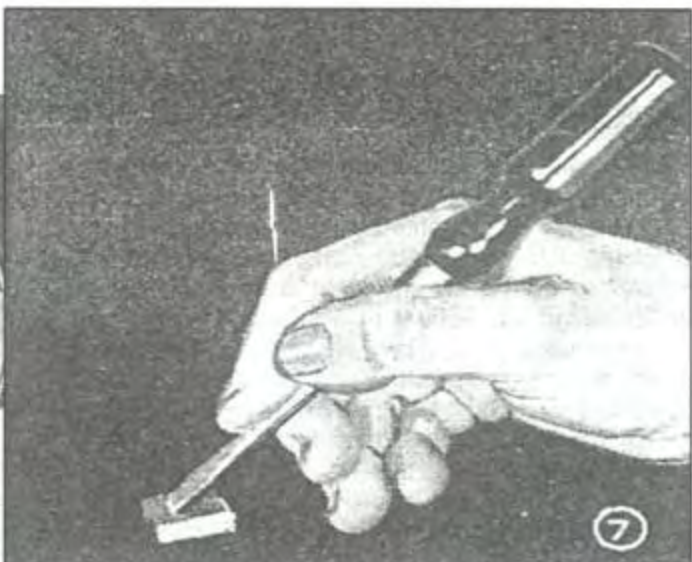
Fig. 5 indicates a charred brush lead that was grounded by being squeezed under the commutator cover. Look at all insulation for charred conditions that would indicate "shorts" or grounds. A test light should be used to check the armature, field and brush ring for grounds also.

It is not unusual for starters to be very weak and to draw too little current. This is commonly



due to worn brushes, a worn and burned commutator, and too-weak brush springs. When turning down a commutator in the lathe, it is not necessary or desirable to undercut the mica between the commutator segments (indicated by the pencil in fig. 6). If this mica is not undercut, the brush dust may accumulate and cause partial shorts between segments, the centrifugal force being insufficient to expel it as on generators.

Probably the most common starter trouble is caused by worn brushes. And when replacing brushes, don't check for size alone. Be sure that the replacement brush is a real starter brush, not a generator brush. Starter brushes, however, contain a high percentage of copper or bronze, and when they are scraped lightly with a screwdriver, as shown in fig. 7, they will show a coppery color.





A special offer now available for the  
first time through Torque Tube Magazine

# The 1937-1938 Buick Club LICENSE PLATE BADGE



'Plate Mates' and The 1937-1938 Buick Club have teamed up to bring you these custom crafted license plate badges. They are exclusively designed with "The 1937-1938 Buick Club" name and logo.

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# TECHNICAL TIPS

Story and Photos  
by Samuel Mahle (#1167)

**Series 60-80-90**

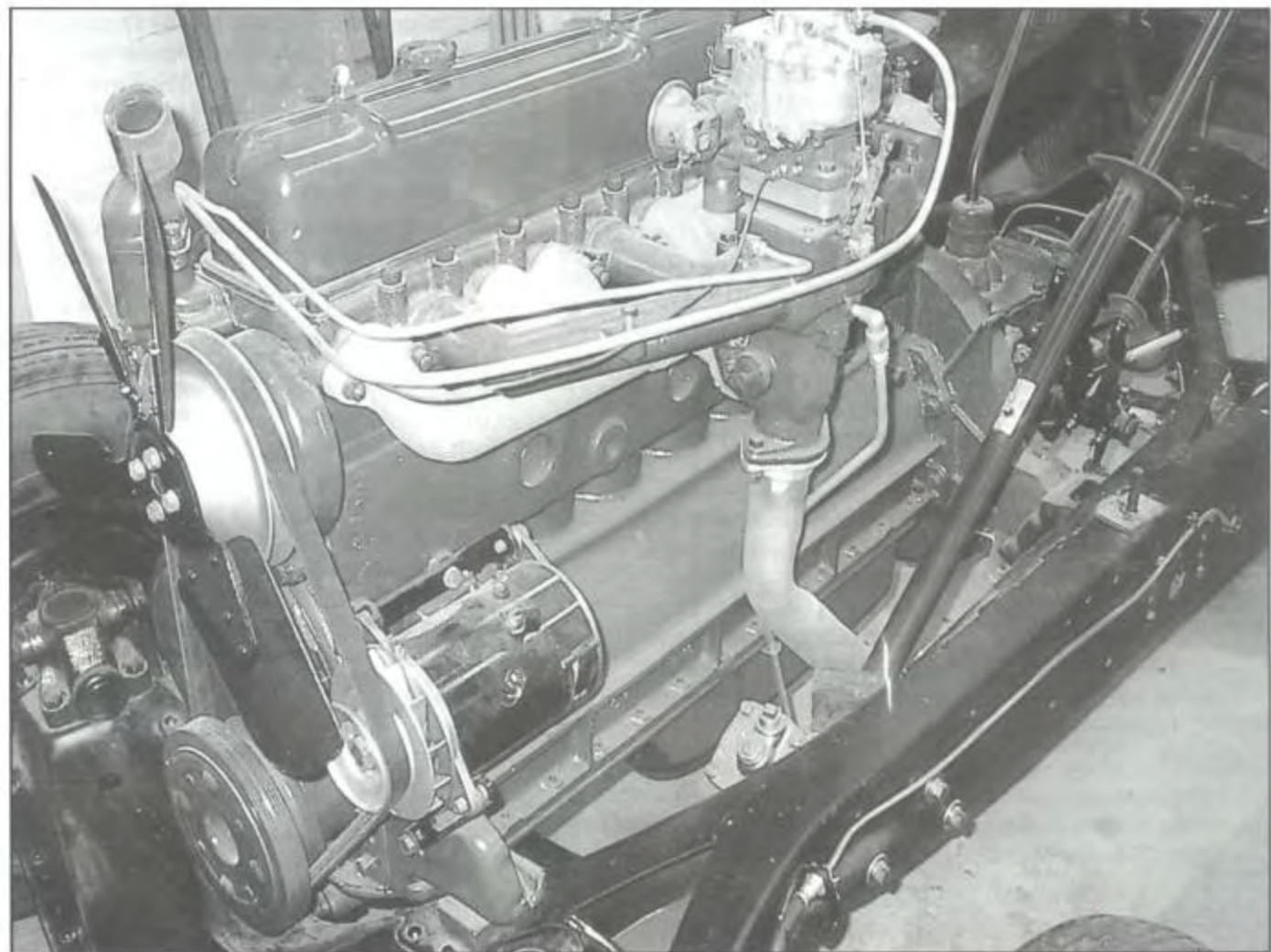
## Intake Manifold Drain

In looking at the many 1937 and 1938 Buicks through the years I have noticed that a lot of them have a screw or bolt placed in the intake manifold below the carburetor. Such is the case with my 1937 Century Opera Coupe, Model 66S.

It wasn't until the restoration of my brother's 1938 Century Model 61 that I noticed that this car had a tube from this part of the intake manifold

that extended down past the oil pan.

In referring to the Buick Shop Manual (published September 1, 1937) for the 1938 model year, it refers to this item as follows: The intake manifold on Series 60-80-90 is provided with a drain directly below the barrels of the carburetor. This prevents any excess raw fuel from the carburetor flowing into the branches of the intake mani-





fold. During cranking, fuel at the bottom of the manifold is atomized by means of a stream of air from outside the manifold being drawn through the drain. This also provides a drain for the raw fuel when cranking stops, so as to prevent flooding. The passage, through which the air passes during cranking, is provided with a check valve, which is closed by vacuum as soon as the engine starts running. This remains closed as long as the engine operates under its own power.

So if you want your 37-38 Buick to be as original as it was leaving the factory you might want to replace this item on your engine.



## MANIFOLDS AND HEAT CONTROL

### INTAKE MANIFOLDS

The intake manifold is designed to give the best possible distribution through the speed ranges of the engine.

The manifold is twin type integrally cast. The outside branch supplies cylinders Nos. 1, 2, 7 and 8 and the inside branch supplies cylinders Nos. 3, 4, 5 and 6.

A heat jacket is cast around the center section and is connected with the exhaust system.

Series 40 Series 60-80-90

Inside diameter of manifold branches ..... 1 1/8" 1 1/2"

#### Intake Manifold Drain

##### Series 60-80-90

The intake manifold on Series 60-80-90 is provided with a drain directly below

the intake manifold. See Fig. 6-47. During cranking, fuel at bottom of manifold is atomized by means of a stream of air from outside the manifold being drawn through the drain. This also provides a drain for the raw fuel when cranking stops, so as to prevent flooding. The passage, through which the air passes during cranking, is provided with a check valve which is closed by vacuum as soon as the engine starts running. This remains closed as long as the engine operates under its own power.

### EXHAUST MANIFOLD

Series 40 cars are equipped with one-piece manifold. See Fig. 6-48.

Series 60-80-90 cars are equipped with three-piece manifolds. See Fig. 6-49.

#### Exhaust and Intake Manifold Gasket

When replacing manifold gaskets the side of the gasket next to the manifolds should be lubricated with a graphite lubricant. This will allow the manifolds to slide enough to make up for the difference in expansion between the cylinder head and the manifolds.

#### Servicing Exhaust Manifolds

##### Series 60-80-90

If it becomes necessary to replace any one of the three exhaust manifold sections as used on Series 60-80-90, the slip joints on the old sections may be slightly out-of-round and consequently will not properly fit the new section. In order to

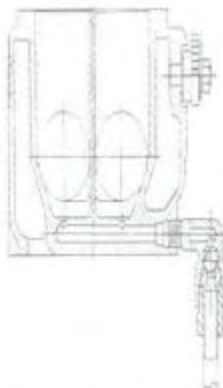


Fig. 6-47. Intake Manifold Drain—Ser. 60-80-90

the barrels of the carburetor. This prevents any excessive raw fuel from the carburetor flowing into the branches of



Fig. 6-48. Exhaust Manifold—Series 40



# TECHNICAL TIPS

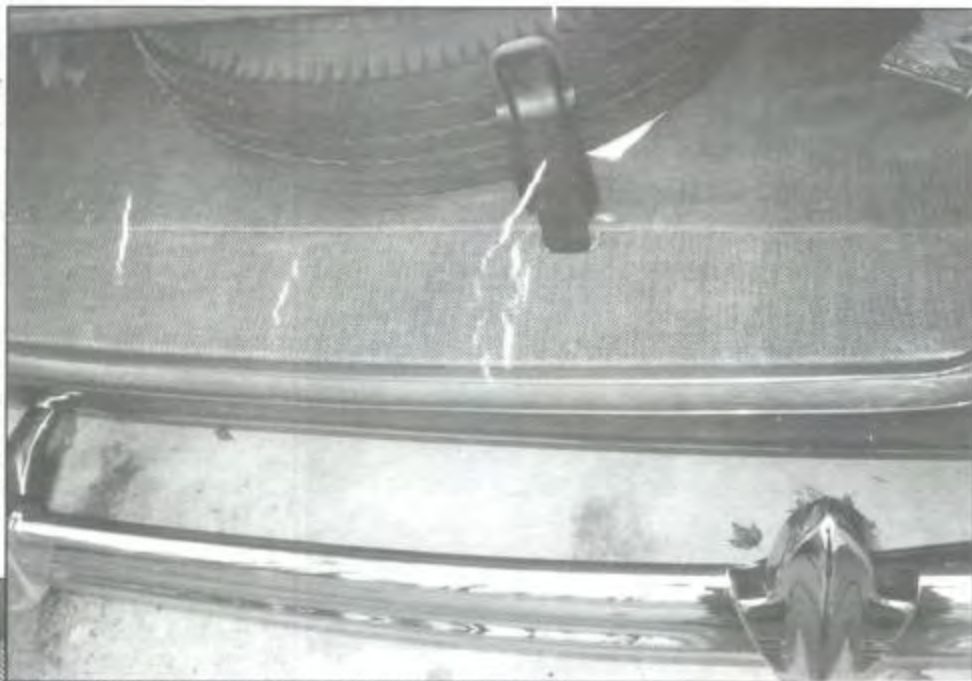
## 1937 - 1938

### TRUNK STORAGE WELL COVER PLATE

Story and Photos by  
Samuel Mahle (#1167)

In restoring my 1937 Century Model 66S in 1998, and when completing the rehab of the trunk storage area, it was decided to make a cover for the storage area located to the rear, adjacent to where the spare tire was positioned. This was done to give this area a more finished appearance.

Originally, I believed that the big bodied cars were the only ones that had a cover in this area. On my car, though, there were two tabs already on my body that were located in this area that provided a resting place for this addition. I



made my cover out of  $\frac{1}{2}$ " plywood and shaped it to fit this area. You need to cut it just slightly smaller in order to facilitate its removal. In my case, I purchased the cloth material from Hampton Coach in the original pattern and covered this new cover with this material along with all other horizontal surfaces to complete this project.

This gives you a storage area that is a great place to keep required tools, spare oil, funnels, etc. and keep them out of the way under this cover to give the whole area a much more complete appearance.





# 1937 - 1938 BUICK CLUB EASTERN MEET & TOUR



Room rate: \$69.95 per night. Please mention the '37-'38 Buick Club Meet when making your reservations directly with the motel. A block of rooms is reserved until April 30, 2005.

## Your hosts

Bob & Doreen Ward  
25 York Street, RR #1  
Sutton West, ON Canada  
LOE 1R0  
Phone: 905-473-9557  
e-mail: the37limo@sympatico.ca

## Our Base

Kawartha Lakes Inn  
Hwy. 35 South, RR #4  
Lindsay, ON Canada  
K9V4R4  
Phone: 705-324-3213  
Fax: 705-324-9121

## 2005 EASTERN MEET REGISTRATION

NAME(S) \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_ E-MAIL \_\_\_\_\_  
YOUR CAR: YEAR \_\_\_\_\_ MODEL \_\_\_\_\_

Registration Fee..... \$ 10.00

### MONDAY JUNE 13:

ARRIVAL DINNER \_\_\_\_\_ # persons

### TUESDAY JUNE 14:

LIFT LOCK EXCURSION \_\_\_\_\_ # persons X \$14.00 ea. \$ \_\_\_\_\_

CANADIAN CANOE MUSEUM \_\_\_\_\_ # persons X \$6.00 ea. \$ \_\_\_\_\_

DINNER.....Buffet Style \_\_\_\_\_ # persons X \$20.00 ea. \$ \_\_\_\_\_

### WEDNESDAY JUNE 15:

2 1/2 Hour LUNCHEON CRUISE \_\_\_\_\_ # persons X \$35.00 ea. \$ \_\_\_\_\_

### THURSDAY JUNE 16:

CULLEN GARDEN & MINATURE VILLAGE (includes Buffet Lunch)

\_\_\_\_\_ # persons X \$25.00 ea. \$ \_\_\_\_\_

BANQUET.....Roast Beef \_\_\_\_\_ # persons X \$18.00 ea. \$ \_\_\_\_\_

.....Chicken \_\_\_\_\_ # persons X \$18.00 ea. \$ \_\_\_\_\_

TOTAL: \$ \_\_\_\_\_

ALL PRICES ARE IN CANADIAN FUNDS. A DEPOSIT OF \$50.00 WOULD BE APPRECIATED WITH THE BALANCE PAYABLE IN CANADIAN FUNDS (less applicable exchange on deposit), UPON YOUR ARRIVAL.

Please make cheque payable and return by April 20, 2005 to:  
Robert D. Ward, 25 York St., RR #1, Sutton West, ON Canada LOE 1R0

# The best way to start the



## is to put it on the

## NEW

*That's the advice of these Buick*

The car performed perfectly and all sidesway and wandering were eliminated. I don't see how you can improve on this year's model!"

4 J. B. Waidler, of Winterdale, Pennsylvania, finds that nothing surpasses Buick, with its new torque-free springing, for driving over country roads.

5 It's a man-size car that responds quickly to the slightest woman's touch. That is one reason why Mrs. Ruth Sands, of Hancock, New York, chose this new Buick.

6 In Allentown, Pennsylvania, William Weiss operates the Weiss Sign Co. As a believer in good signs, he took a tip from the automotive statement, "Better buy Buick!"



1 Driving more than 40,000 miles a year over his ranch properties, Wayne Fisher, retired oil man and present ranch owner, of Los Angeles, California, finds that Buicks provide greater dependability, roadability, and comfort. Climaxing twenty years of Buick ownership, Mr. Fisher recently purchased two new Buick Centurys for 1938.

2 For dependable service on both sides of the Atlantic Ocean, Mr. and Mrs. Clarence Haigh, of Philadelphia, Pennsylvania, prefer Buick. Aside from his home in Philadelphia, Mr. Haigh maintains a home in England, where he spends about six months of each year, and always takes his car with him. Mr. Haigh states that Buick is the only car he can depend on for perfect service under these conditions—and purchased his ninth Buick in further proof of his preference.

3 From 29 Palms, California, B. A. Crawford writes: "This is my fifth Buick; it cannot be surpassed for performance and riding comfort. On a recent trip to Searchlight, Nevada, we encountered washboard roads, sand, and various other desert conditions.

## Do you recognize these



1 ISHAM JONES, popular orchestra leader, who has owned several Buicks, writes: "I am fully convinced that you cannot buy a better automobile than Buick at any price." He is shown here with his Buick Roadmaster.

2 FRED PERRY, international tennis star, with his Buick convertible sedan.

3 OTIS SKINNER, famous actor, drives a Buick Roadmaster.



# NEW YEAR on the right foot



## gas treadle of a BUICK

owners throughout the country



7 Even in Alaska, they're saying, "Better buy Buick!" Mr. and Mrs. John K. Marshall, of Juneau, Alaska, were sufficiently convinced of Buick's merits to come to Flint for this 1938 model, and for a visit to the Buick factory.

8 After driving Buicks since 1917, Charley Buhling and his family, of Hancock, New York, knew they would be happier in a Buick during 1938.

9 Mr. and Mrs. A. D. Morton, of Los Angeles, California, left the Buick family just once in the past twenty years; the other make of car convinced them that they'd better return. This new 1938 Buick is their ninth.



## other BUICK owners?



4 "UNCLE" WALT MAON, well-known poet of LaJolla, California, with his daughter Mary, his dog "Red," and his 1935 Buick.

5 MISS BINNIE BARNE, motion picture actress, and her Buick Roadmaster.

6 JOHN DOWMAN, of Lakdale, California, who won the all-around outbay championship at the last Madison Square Garden races, in New York, with his Buick Century.



10 For five years, Antonio Manna (center), restaurateur of Jersey City, New Jersey, saved fifty-cent pieces toward a new Buick. He turned them in recently—a large box of them—and drove away with a Buick Roadmaster. With Mr. Manna are shown District Manager William J. Cleary, of the Buick Motor Division, and John J. Kennedy, general sales manager of the Hudson County Buick Company, who made the sale.

11 From Seattle, Washington, comes this smiling approval of their new Buick from Mr. and Mrs. C. C. Charles. Mr. Charles, manager of one of the largest jewelry houses on the west coast, says he knows precision and beauty when he sees it.

12 Al Kaiser, of King City, California, got a head start toward a happier New Year by buying this 1938 Buick early.

13 "In 1912, it took the Buick M-16 to deliver the goods," writes Dr. A. W. Jones, of Randolph, Wisconsin, in explanation of this photograph. "Now," he adds, "it takes a new Buick Century."

# dream fulfilled

Story and Photos by Samuel Mahle (#1167)

**W**hen my brother submitted an article to *Torque Tube* that was published in the March-April 2004 edition, he stated that although he was now disabled, the dream that he had of his 1938 Century Model 61 being restored and ready for him to have a ride in it has come true.

This 1938 Century was purchased from a lady whose husband had started the restoration by having the motor rebuilt, but had passed away before much else had been done. The car sat in storage for years while "Gib" (my brother's nickname) continued on in his auto body business. After Gib turned the 50-plus-year-old business over to his two sons in 2000. He was able to repair the doors and fenders before losing the ability to walk and stand.

The next stage of the rebuild fell mostly to the skilled labors of Gib's youngest son, Bradley. It

was through his labors that this fine automobile could finally come to life and fulfill his father's dream of a complete vehicle.

So as described in the March-April 2004 article, Gib became the boss of the project, with Bradley picking his father up at the home in Brookeville and bringing him to the body shop in Carion to







watch his son put the car back into running condition.


Some of the various things that took place are the standard body off frame restoration, new wiring, glass, interior, etc. A lot of help with parts was provided by Dave Tacheny (#997) in Champlin, Minnesota. The black final paint was applied in August and then Hampton Coach interior was finally installed.

On September 19th, this beautiful '38 Century sedan, with dual side mounts, was driven to Brookville, Pennsylvania, twenty miles away from Bradley Pennsylvania, to make its first public display at Laurelbrooke Landing antique car show, and it won a well-deserved first place, making my



brother a proud owner.

The first ride by Gib took place when Bradley was able to take him on that long ride through the country side in the western Pennsylvania and was able to make this seventy-five-year-old relive the memories from a day gone by.

*Note: This article was written by Samuel Mahle for his brother, Lawrence Mahle (#1196), who is currently living at Laurelbrooke Landing McKinley Health Center. He was unable to compose the article but helped with all the details.* 



# Good Valves Give Engines Extra PUNCH



## TECHNICAL TIPS

**THESE HARD-WORKING PARTS TAKE A BEATING EVERY TIME YOU STEP ON THE GAS**

Every time you drive for one hour at 40 mph in an eight-cylinder car, the car's sixteen valves open and close 840,000 times. Your exhaust valves are exposed momentarily to temperatures as high as 3800 degrees Fahrenheit and operate normally at cherry-red heat.

And yet, a dripping faucet, which is also a valve, is apt to get attention more quickly—for you can see the faucet dripping. Waste, because of pitted valve faces or faulty operation, is just as pernicious, but frequently it is not apparent to the automobile owner until his motor begins to run erratically. Serious trouble can often be nipped in the bud, and fuel can be saved, by having your engine "stethoscoped" twice a year by a competent repairman whose shop is equipped with a motor analyzer. With enough early attention, at the right time, fewer replacement parts will be necessary.

You can make a quick check yourself by hand-cranking your engine. Valves that seat fully will hold the fuel charge and cause the crank to bounce back or rock as the engine is turned over. If resistance is lacking on the compression stroke, there is a leak—it can be heard usually as a hiss, but unless this hiss is in the breather (which indicates a leak past the piston and rings) it will mean a faulty valve.

Test with the hand crank on the compression stroke of every cylinder; if any valves leak, they should be inspected. Punch holes in a piece of cardboard to accommodate the valves as they are removed, numbering the holes so the valves can all be returned to their original openings.

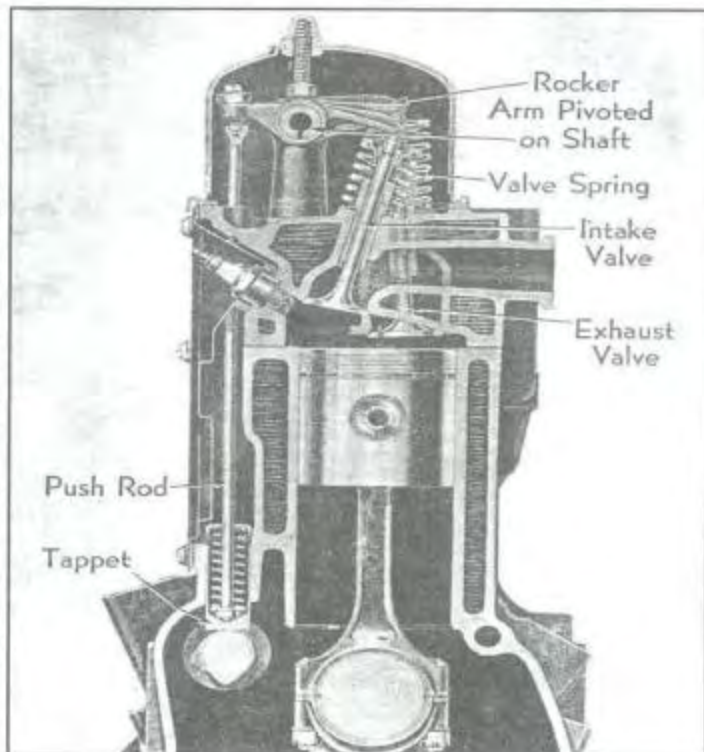
Clean off all carbon and burned oil and examine each valve carefully. Look for pitting and uneven wear on the valve faces, check the stems and their fit in the valve guides, and test the valve springs.

Excessive wear in either the valve stem or guide will make it impossible to obtain a tight seat by grinding, unless a new guide is provided. In a very bad case, both the valve and guide may have to be replaced. Too much clearance in an intake guide admits air and oil into the combustion chamber and results in upset carburetion, increased oil consumption, and heavy carbon deposits. Sloppy exhaust-guide clearance causes misalignment and

bad valve seating with rapid wear on both the valve and seat. In the absence of the manufacturer's specifications (which, if available, should be followed exactly), replace any guide or valve that produces sidewise movement beyond that which is barely perceptible.

Valve springs should be tested for uniform length and correct tension. If available, a regular valve-spring tester should be used, but fairly accurate results can be had by standing the springs on a level surface and holding a straightedge across the tops to determine irregularity in height. Unequal or cocked valve springs will undo, in the assembled job, all the good work that has been put into it. Valve-spring tension that is too weak allows a valve to flutter, while tension that is too strong causes what is known as "stretched" valves.

Intake valves, admitting gas instead of providing an exit for hot flame, do not pit as badly as exhaust valves and rarely need grinding. A valve that leaks compression can usually be ground successfully if it is not burned or warped, and if there are





no ridges or shoulders on its seat. Burned or warped valves should be refaced with a refacing machine; ridged seats require reseating with a reseating reamer.

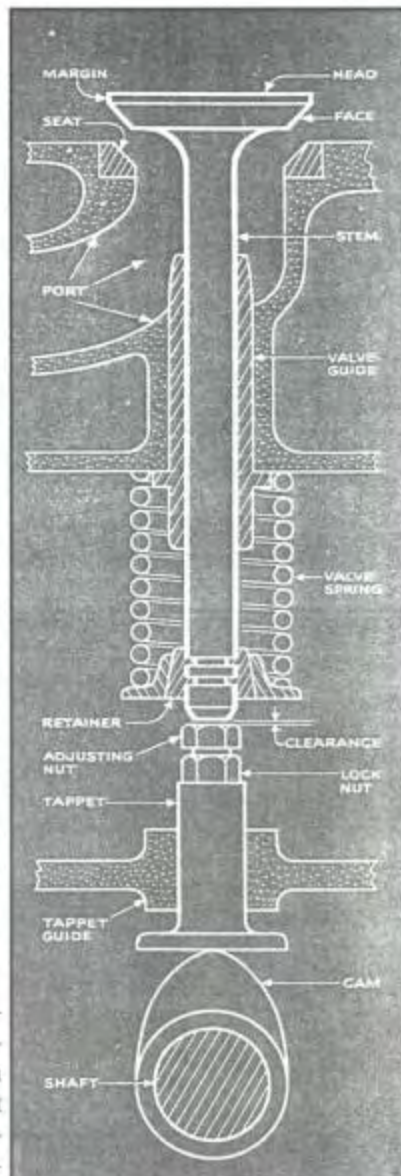
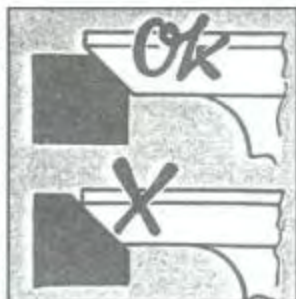
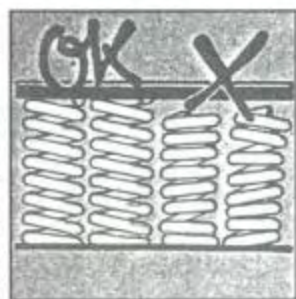
Grinding is done by smearing the face of the valve with a grinding paste or compound, then turning the valve back and forth in its seat until the roughness is worn down. This can be accomplished with the aid of a valve grinder—a tool similar to a hand drill, but provided with prongs that fit into the slotted top of a valve—or with a suction cup that grips a valve with a smooth top surface. Grinding may also be done by hand (i.e., by turning the valve stem).

When grinding, turn the valve back and forth until both valve and seat show a bright ring about 1/32-inch wide all the way around. Clean the valve and seat occasionally when using the hand method to be able to see how the grinding is progressing. It is generally helpful as a guide after the pits have disappeared to clean the valve and seat and to place about eight equally spaced marks with a soft-lead pencil on the valve seat. A quarter-turn of the valve should then rub each pencil mark. If any marks are untouched, continue grinding.

Be sure to remove all traces of abrasive matter from the valve chamber and ports when the grinding has been completed. Then oil the valve stems and *reassemble each valve in its own opening.*

Some cars have insert rings as seats for exhaust valves. They seldom have to be replaced unless they become loose or are rendered useless by some abnormal engine operation. Loose rings are easy to remove, and others may be cut away with drill and chisel. Use a bit with a diameter smaller than the width of an insert ring and drill a hole all the way through—doing otherwise may damage the recess. The undrilled portion can be cut with a chisel so that the ring can be removed in two pieces. A new insert ring should be packed in dry ice for at least 15 minutes before installation, so that it will contract enough to be pressed into the recess. If a recess has been worn, an oversized insert can be obtained.

After reassembly, adjust the tappet clearance according to the manufacturer's specifications, which may be stamped on the valve cover plates.

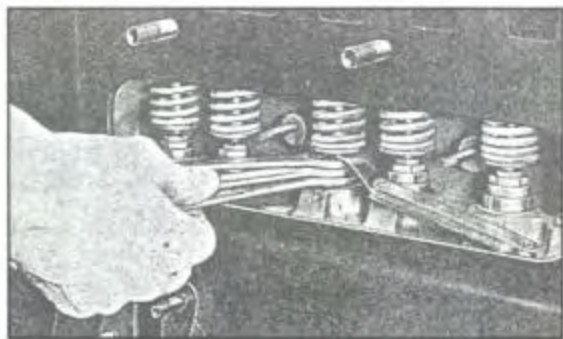
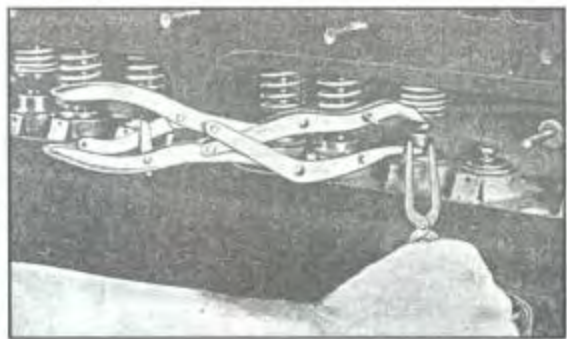


Unless directed otherwise by these instructions, warm the engine for about 20 minutes to attain normal operating temperature.

Since exhaust-valve clearance is usually greater than intake, you can avoid confusion by adjusting all of one kind first then the other.

For certain cars, adjustments can be made only by grinding the valve stem. To do this, drop each valve into its opening before assembling the guides and springs, and rest the tappets on the heels of the cams on the camshaft. Slip a feeler gauge between a stem and

tappet, and if there is insufficient clearance, remove the valve and grind the end of the stem carefully until the desired clearance is obtained.





### ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. If you want to run an ad continuously, inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com  
www.torquetube.com

# PARTS FOR SALE

1937 grille *shell* in very good condition, \$500  
1937 grille set, needs re-chroming, \$200  
1938 grille *shell* in very good condition, \$500  
1938 front fenders, excellent condition, \$500-1,000 pr.  
1938 grille, left half, good condition, \$150  
1938 Special hood, vg condition, \$100  
1938 Special hood side panels, vg condition, \$100 set  
1938 deck lid, good condition, \$100  
1937-38 doors, many, what do you need? \$100 ea.  
1937-38 bumpers vg condition, \$100 ea.  
Misc. heads for both series engines, \$95  
Small series engines, \$100-\$300  
Lots of '37-'38 parts. All prices plus S & H.

Call for your needs  
Lloyd Ikerd (#1612)  
949-640-8200  
elzfargo@msn.com

Buick Bonery parting out 1937 & 1938 Buicks.  
Many parts available. Please call for full listing.

Ken Schmidt (#1805)  
6970 Stamper Way,  
Sacramento, CA 95828  
Phone: 916-381-5271  
Fax: 916-381-0702  
buickbonery@webtv.net

1937 Buick Roadmaster 81 4dr Sedan  
Fenders, nose sheet metal, grille, doors,  
trunk lid, frame, etc. Call or e-mail me with  
needs.

Jim Garrett (#1826)  
Hollis, ME  
207-929-8035 patjim@sacoriver.net

1937 Roadmaster Century 320 cu in. engine.  
Rebuilt new pistons, insert rods, all new mani-  
fold, carburetor, fly wheel, and rebuilt starter.  
\$1000

Mike Dillard (#1011)  
530-832-4542

Sidemount Century fenders left side...\$650  
2 sidemount fender to frame brackets... \$85  
Sidemount lock and key... \$60  
Sidemount cup restored in black paint...\$30  
Photos available  
Ted Taylor (#792)  
619-470-0302

1937 Roadmaster sedan passenger side front  
fender—nice shape, one minor crease...\$125  
One gas cap, nice condition...\$5  
Bumper guard needs rechrome ...\$7  
Voltage regular n.o.r.s. criterion brand in origi-  
nal box...\$35

Please add 15% for shipping  
Lewis Cohen (#584)  
58 North Racebrook Rd.  
Woodbridge, CT 06525

'38 grille good condition, \$225 for pair.  
New '38 pistons .040 oversize, \$175  
One set of insert-type rods for the big engine, \$200  
One set of insert-type rods for the small engine, \$175  
'37 & '38 master cylinder cores for Special, \$25 each.  
Shipping extra.

Bob Pipkin (#76) 503-363-4712  
bcpip@mailstation.com



## LITERATURE AND MEMORIBILIA

- 1937 "OHIO" Chauffeur's badge VG+ \$35  
1937 California license plate (single) G \$15  
1937 Salesman's Award walnut plaque w/large  
bronze raised emblem. Crest-shaped plaque  
approx. 9 1/2" by 13". EXC \$125  
1937 LIFE magazine (August) EXC \$15  
1937 LOOK magazine (August) EXC \$15  
1938 New York State "Vehicle and Traffic Law"  
manual, softcover 3 1/2" by 6 1/4" EXC \$20  
Vanity license plates (NY) Liberty plates "10 BUICK"  
\$50 pr  
1937 Paint Chip set (Dupont, Sherman Williams) VG  
plus xerox copies of Acme, Murphy and RM  
\$35 obo  
1937 Buick ads (16 different ads) EXC \$45 obo  
1937 Misc. literature- contains, Owners service pol-  
icy, battery guarantee card, Good Housekeeping  
booklet, electric clock tag, and instruction sheet on  
headlight conversion. VG \$30 all

1937 Radio manual (copy) \$8

1939 Stromberg Carburetor Part Catalog and Man-  
ual (Multi-car book) Buick 1935-42 softcover G+  
\$25

WWII Ration Book, contains red and blue tokens,  
many ration cards and even some old draft cards.  
Cover in need of some repair. G+ \$30

Having sold my '37 Special, I have many parts that  
are not listed. Call maybe I can help you out.

**Jerry Root (#422)**  
**71 South Pollard Drive**  
**Fulton, New York 13069**  
**315-598-2319**  
**buickboy@twcny.rr.com**

## 1938 Buick Special Parts

- Rims (5) 16" Black with white stripes, including  
beauty rims and hub caps...\$350  
Straight 8 engine and transmission, approx. 69,000  
miles, good cond.....\$1200  
Rear axle and front axle.....\$350

Will not ship parts but open to offers

**Chris McLaughlin (#1632)**  
**53 Church St.**  
**Stonington, CT 06378**  
**860-460-0767**  
**chm@terrafirmaus.com**

## N.O.S. 1937-1938 Buick Parts

- 1937  
Front lower motor mount...\$15  
40 ser. 2nd speed gear...\$45  
40 ser. main drive gear...\$45  
40, 60 ser. differential bevel side gears...\$20 ea.  
40, 60 ser. locking door handle, 1st type w/offset  
shank...\$30 ea.  
40 ser. steering gear pitman arm \$30  
  
1938  
40 ser. clutch release rod adjustment nut...\$4  
License plate lamp lens...\$4  
Temperature gauge assembly...\$100  
80, 90 ser. pitman arm...\$30  
Right taillight door, used...\$10  
80, 90 ser. differential side gear bevel thrust wash-  
ers...\$3 ea.  
40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.  
  
1937-1938  
40, 60 left front shock absorber...\$125  
40 ser. transmission 2nd and 3rd speed shifter  
yoke...\$15  
40 ser. transmission reverse idler gear thrust wash-

- ers...\$3 ea.  
40, 60 ser. pinion bearing locknut...\$3  
40 ser. intake, exhaust valves, specify...\$8 ea.  
Rear-axle pinion-bearing lock screw...\$1  
40, 60 pitman shaft bushings...\$15 pair  
Headlight dimmer switch, n.o.r.s...\$10  
80 ser. outer front wheel bearing...\$25 ea.  
40, 60 ser. intermediate steering arm bearing kit,  
n.o.r.s...\$30 ea.  
Outside door handles, used. 3", 3 5/16" shafts, 4  
15/16", 5 1/4", 5 1/2" tall...\$10 ea.  
40, 60 ser. left steering knuckle with bushings...\$40  
40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.  
Ignition point set...\$7 ea.

All parts n.o.s. except as noted. Add 15%,  
\$3.50 min. postage

**Bob Graves (#1136)**  
**21 Ferry Rd.**  
**Salisbury, MA 01952**  
**978-463-0715**

### 1937-1938 Parts for Sale

- '37 repro, silkscreen glass speedometer, radio and clock...\$100
- New '38 Century Stainless "hood hinge"...\$175
- S/M Badges - Buick...\$65
- '38 Century hood sides, left and right...\$150
- '38 Century hood, left side only...\$75
- '38 Century hood sides, left and right...\$150
- '38 Century hood side, right only...\$50
- '38 Century hood side vent, right and left...\$75
- '38 Century hood stainless...\$75
- '38 Century hood lock mechanism...\$50
- Large series fuel pump - rebuilt...\$75
- '38 Special hood, right and left, with hinge...\$150
- '38 Special hood sides, right and left...\$150

- 38 Special hood stainless, left and right...\$120
- 38 Special tail lights, pair...\$75
- 38 Special front suspension, hub to hub...\$200
- Large series dual carb manifold...\$250
- "Y" pipe to create dual exhaust...\$50
- 38 repro grill, left and right, cast aluminum...\$250
- 38 Special radiator...\$75
- 38 heater...\$50

Shipping will be added to all purchased parts and is not included in price above.

**Rod Phillips (#1644)**  
**913-481-6763**

### 1936 Buick Special Coupe Completely Rebuilt Engine

- 2 Transmissions
- 4 Mounted Tires with tubes
- 2 Radiators

Complete Nose and Grill, with hood and side panels

Original Rubber Floor Mat

Set of 2 Door Handles, inside and outside

New Set of Outside Rear-View Mirrors

New Original Exhaust Tips

2 Bumpers

4 New Hubcaps '36 or '37

1 New Hood Ornament

2 Original Fog Lights

2 Original Tail Lights

2 Original Head-Light Glass Lenses

Set of All Original Glass Windows/Windshield

Original Steering Wheel and Column

2 Original Clocks

Original Chrome Wheel Trim Rings

2 Original Dime Lights

4 Original Parking Lights

Original Side Hood Vent Pieces

Original Vent Windows with Frames and Glass

Chrome Turn Signal Unit (after-market)

Original Gas Tank

1 Pr. Running Boards

### 1937 Buick Special Coupe

1 Pr. Running Boards, with new rubber covers  
(Installed on the wrong sides, but easily re-installed properly)

1 Pr. Headlight Buckets.

Original Windshield Wiper Vacuum Motor

Original 4.40/1 Rear Axle Ring and Pinion Gear  
with Driveshaft.

Original 3 Speed Transmission

Original Steering Wheel

Original Dome Light

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**Jerry Maak (#1812) 343 Eastern St. New Haven, CT 06513**

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**aurhaus@yahoo.com**

Two 16-inch wheels for a 1938 Buick Special.  
Will accept best offer. Good condition, needs to  
be refinished.

**Rick Yost (#1704) 805-374-9093**  
**rednyld@aol.com**

'37 Buick Century fenders, good condition..... \$50  
plus S & H

If you need any further information, please let me  
know.

**Dick Schnitzer (#1393) 248-685-2829**  
**mschnit354@comcast.net**



# PARTS WANTED

1937 Buick Roadmaster series 80: need N.O.S. or reproduction front suspension and steering parts or information on where I can buy them for the 80 series.

**Jack Maples (#1019) 402-792-2548**  
13000 South 68th St.  
Roca, NE 68430

Two cupped plates used to hold wheels to side mount brackets on a '38 Century

**John Mullenix (#436)**  
1212 S. Michigan Ave Hastings, MI  
269-945-5807  
rsilverado@cablespeed.com

Two top hood sections for a '38 Century

**Malcolm Fischer (#1746)**  
403-742-1663  
sandguys@telus.net

Rumble seat and lid top header panel moldings. Hubcaps. Side mount wheel covers

**Jack, e-mail: jaf1938@cableone.net**

1937 Century Convertible Coupe (series 66C):

- Sunvisors - mount to front header of convertible top
- Stainless moldings for running boards
- Stainless moldings for sidemount tread covers
- Correct inside rearview mirror
- "Split-type" rear window frame (in convertible top)
- Rear extension piece for rumble seat gutter-left side

Also: Digital photographs or similar images showing:

- Correct upholstery pattern for leather front seat
- Correct upholstery pattern for rumble seat
- All aspects of interior behind front seat, including rumble seat area
- Front floor area surrounding pedals

**Jon Kanas (#1732)**  
303-225-7437  
kanas@qadas.com

Centerline radio book, original or copy is fine, for a 1937 special

**Jerry Pagano (#961)**  
609-748-2462

1937 Grille in good condition

**Phil Hicks (#1799)**  
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1938 Buick

Rubber for my running boards or replacement running boards

Rubber seals for the rear windows

Rubber gaskets for the fender running lights

**Jon Gibson (#1561)**  
**Jon Gibson Company**  
Ph: 530-672-9900, Ext. 19

1 trunk deck emblem

1 steel brace that goes under the rear fender to hold on to the taillight

2 long bolts for headlamp bucket adjustment

2 brackets that hold the bolts (pictures attached)

Exhaust system original hangers

**Fred Muscavitch (#1560) 920-490-3735**

1938 Special front bumper center accessory badge "Buick 8"

1938 Radio-good complete condition

Rear deck lid emblem "Buick"

**Art Fensod (#1758)**  
357 Country Lane  
Loudon, TN 37774  
865-408-0525

1937-40 Phaeton front seat adjustment mechanism, tracks and all

**George Cooper (#1774)**  
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508-255-3736 (summer and fall)

40 series for the 1938 style pistons. They are standard size. \$80

**William Schwantes (#878)**  
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1937 or 1938 Special/Century Convertible  
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Front seat in good sound condition to re-upholster  
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2 front Window Frames, Solid Rechromable  
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4- Door Garnish mouldings, solid rechromable  
Top prices paid for good solid parts. No junk please.

**John Sauers**  
**620 Wright Loop**  
**Williamstown, NJ. 08094**

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I inherited a 1937 Buick. However, an unfortunate thing happened; instead of having the Buick in driving condition, the car has been dismantled because it was supposed to be rebuilt; unfortunately, the mechanic is unable to complete the task. The car body still has the wheels on, but all the other parts have been removed-but are completely available. Therefore, I have the body which has the wheels on it and then all the other parts are dismantled but not missing. Price to be negotiated.

**Gilles Montreal, Quebec, Canada**  
**mleblond@hotmail.com**

1937 Special  
Approx. 63,000 original miles, engine never overhauled,  
80% restored with many extras, original hubcaps and new  
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Newport, RI

**Richard Vaillan Court (#1171)**  
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401-241-3753



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Wanted '37-'38 Convertible Coupe. To be used as daily driver. Can do some work. Willing to pay market price. Can travel.

Wanted: back issue library of the *Torque Tube Magazine*.  
**Frank Freda 345 Ridgcrest Drive, Santa Barbara, CA 93108**

1937 or '38 Buick Special or Century Convertible  
Sedan with sidemounts, must be complete and  
original, no rust buckets.  
Please send information and pictures to:

**Philip J. Kuhn (#1792)**  
**3575 Grand Ave.**  
**Gurnee, IL 60031**

Phone: 847-360-1961 Fax: 847-360-1652

Restored 1937 or 1938 Buick Century Convertible  
Coupe. A correct restoration of a good original car  
with dual sidemounts and a dark color is preferred,  
but will consider all offers.

**Tom Watling**  
**209-668-8064 shop, 209-402-5949 cell**

1938 Buick 4-dr.  
**Gary**  
**Gul943@cs.com**

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66C  
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**716-366-5023**





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Santa Barbara, CA 93108

Jim Carpenter (#1839)  
85 Farrell Ave.  
Gilroy, CA 95020  
38-46-7

Ken Weber (#1840)  
15610 Ventnor Ave.  
Cleveland, OH 44135

Richard Dorsey (#1841)  
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Donald Feri (#1842)  
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Dunsmuir, CA 96025  
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Battle Ground, WA 98604

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Groveland, MA 01834-1248

Capt. Bill Overstreet (#1845)  
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Gregory Miller (#1846)  
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Appleton, WI 54915  
37-66S-4

Steve Anthenien (#1847)  
1361 Estrellita Way  
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Thomas Kowalski (#1848)  
8400 E. Crescent Prkwy. # 310  
Green Village, CO 80111  
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Ron Martin (#1849)  
1806 Floyds Ave.  
Modesto, CA 95355  
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Doug Metcalf (#1850)  
167 Lifford Rd.  
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# 1937-38 BUICK



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Ser. 40-60.....TW-371S.....	\$46.00

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